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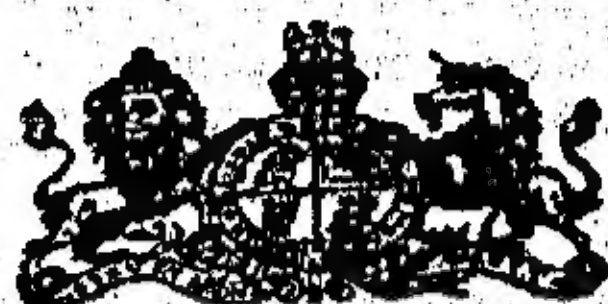
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Hongkong, 14th June 1911. [223]

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Hongkong, 4th January, 1912. [157]

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Hongkong, 1st September, 1910. [239]

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[1385]

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ROYAL GEORGE

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MR. H. BUTTONEE begs to inform

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made upon the rates advertised for accommoda-

tion at the ROYAL GEORGE HOTEL, Kowloon.

He is obliged to make this announcement as his

ability to cater at such low prices has been ques-

tioned. For public information he begs to state

that he is enabled to do so as he is a direct

importer of Wines and Provisions, owner of the

Hotel property, and has the services of a Manager

of nine years' experience in the Palace Hotel,

Shanghai. Nothing more need be said.

H. BUTTONEE,

J. proprietor.

M. J. NATHAN,

Manager.

Kowloon, 8th February, 1912. [1352]

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Hongkong, 31st July, 1907. [1277]

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[23]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cables: A.B.O. 5th Ed. Lister. P. O. Box, 84. Telephone No. 13.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 22ND, 1912.

The disturbed conditions in China during the last six months must inevitably have a most serious effect upon the rice market. In the local market, prices are about a dollar and a half a picul higher than they were last year for ordinary qualities of imported rice, while for the superior qualities the difference is very much more striking. In the review of last year's trade given by the Chairman of the Hongkong and Shanghai Banking Corporation at the annual meeting of shareholders recently, it was mentioned that the export fell off by about 400,000 tons in each of the two great rice-producing countries of Asia—Cochin-China and Siam, the crop last year having been very poor. Mr. Macdonald also stated that the abnormally high level to which the price of rice rose in consequence of these enormous shortages proved a strong temptation to producers to dispose of all available stocks. The Government of Cochin-China was obliged in the interests of the local population to prohibit the export of rice, except such as was necessary to complete bona-fide outstanding contracts, and that prohibition was not raised until the beginning of February. According to a report by the British Consul at Bangkok, the crop in Siam for 1910-11 fell short of the average output of recent years by fully 30 per cent. below the record of the preceding year, when over one million tons of rice were exported. As a result of the shortage of the crop, prices

rose to an unprecedentedly high level, exceeding the previous record price by about 70 per cent. and in order to meet the needs of the local population, the Ministry of Lands and Agriculture deemed it advisable to prohibit the export of paddy to Bangkok from certain districts in the interior, and, owing to the shortage, the unusual course of importing rice into Bangkok from Singapore was resorted to. These were only temporary expedients, and it was felt that the situation would only be saved if the new crop of the season 1911-12 proved to be a good one. At one time the prospects of the growing crop were far from bright and it was feared that the Government might find itself compelled to prohibit the export of rice from Siam entirely. The situation seemed to have been saved by the heavy rains which fell in September last, and it was anticipated that with the continuance of seasonable rains, unaccompanied by floods, a fair average crop would be obtained. The rains, however, quickly ceased altogether, and the crop reports since issued from Siam indicate anything but satisfactory conditions there, indeed, the crop reports for the period ending December last revealed a sad condition of affairs, perhaps unprecedented in the history of that country, the detailed reports from the various monthons (districts) indicating extremely poor prospects, and fears have been expressed that the harvest will be so poor that scarcely 40 per cent. of a normal crop can be obtained. Prospects of the rice harvest are also reported to be unfavourable in Cochin-China, Japan, Java and the Philippine Islands. Conditions even in the paddy districts of Pahang, Province Wellesley and parts of Kedah, Penang and Perlis are exceptionally unsatisfactory, owing to the drought, and crops over considerable areas in those districts are an almost total failure. It is estimated that the season's crop is likely to fall 70 per cent. below a good season's average crop. Thus, we see that in almost every rice-producing country in Asia the harvest has been unfavourable. Only in Burma are the prospects regarded as satisfactory. There we read that though the area under paddy cultivation during the year shows a shrinkage of nearly one and a half per cent. as compared with the actual area of the previous year and rather less than a half per cent. compared with the average of the preceding five years, it is satisfactory to note that the total estimated yield of the 1911-12 season's crop which is expected to be over 3½ million cwt. of cleaned rice, exceeds the actual yield of the previous year by about 84 per cent. Japan, we learn from a Burma paper, has been practically the first foreign customer this season to make purchases of Burma rice, the quantity exported showing a very large increase on the purchases for the corresponding period of last year. Java, which did not previously deal direct with Burma, took about 55,000 tons of rice from Bangoon in the first six weeks of the present year. The Straits and China also appear to have been indenting largely on Burma, and the agricultural authorities of the country are already becoming alarmed over the possible injudicious exportation. "Prices locally at present," an official report says, "are fairly moderate, but with increasing demands from outside, they are likely to tighten, and should the market again reach the high level of prices of last year, cultivators may be induced to sell out stocks reserved for home consumption and seed purposes." In that event we shall doubtless see the Government of Burma following the example set by Cochin-China last year, and contemplated by the Government of Siam. The failure of the rice crops in so many countries is a serious matter for China, where the area of cultivation has doubtless been considerably restricted in consequence of the withdrawal of so large a body of men from the fields for military service. While the resulting increase in the price of the staple food of the people will entail great hardship in a country where famine already prevails over a considerable area, yet the country may find some consolation in the prospect of the high price of cereals offering what is perhaps a necessary inducement to the agricultural labourers among the disbanded troops to return to the peaceful occupation from which they were withdrawn.

Siam has decided to adopt the Metric system of weights and measures.

The Directors of the Bangkok Dock Co., Ltd., propose a dividend of 3 per cent. for the year 1911 as compared with 2½ per cent. paid in 1910.

The Naval Association in Nanking has sent a Chinese telegram to President Yuan Shih-kai, Dr. Sun Yat Sen, Vice-President Li Yuan-hung, the Assembly, the Cabinet and the provincial governments recommending the late Admiral Sah for service and explaining his attitude.

The *Poochow* ran into the H.M.S. *Flora* as she was proceeding up-river to Shanghai last Friday afternoon. The *Poochow* struck the *Flora's* port bow with her star-board bow. The *Flora* was at anchor at the time, and was only slightly damaged, but the *Poochow* had several of her plates so badly damaged that she had to be docked as quickly as possible.

The scenic railway, which proved such a great attraction at the University Bazaar, is, we understand, to be sold by public auction by Mr. Geo. P. Lammert. Many enterprising persons have perceived that a show of this kind has attractive possibilities. We have heard of three or four syndicates eager to acquire it, and if that is so there ought to be some spirited bidding, with substantial benefit to the University funds.

Next month "The Great Raymond," who is at the top of his profession as a magician, is paying the Colony a visit and will give exhibitions at the Theatre Royal. He was the chief attraction for several months at the London Hippodrome last year, and is now touring the East, under Mr. Maurice Bandmann's management. He is on his way to the United States. The accounts given of his performances wherever he has appeared show that the entertainment he provides is one which should not be missed.

"SOUTH CHINA" RIFLE ASSOCIATION.

The annual meeting is now in progress at Stonecutter's Range, and King's Park Range. Record entries have been received; British Army and Navy events average 500 entries each event; Indian regiment events average 750 entries each event. The prizes, which are on view in Messrs. J. Gaupp & Co.'s show windows, Chater Road, will be presented on 26th inst., at King's Park Range by Mrs. C. A. Anderson.

THE MAGISTRACY.

At the Magistracy yesterday, before Mr. E. A. Irving, fifteen Chinese were charged with being found in a gambling house. The first defendant was also charged with being the keeper of the house. After hearing lengthy evidence, his Worship imposed a fine of \$25 on the keeper, the alternative being six weeks' imprisonment. Each of the other defendants was fined \$2 or seven days.

L. S. Wills yesterday charged a Chinaman with having assaulted him early on Wednesday morning. Defendant was fined \$25 or a month.

A lakong yesterday arrested a man who was carrying a bag of rice, on suspicion of being unlawfully in possession of it. On the way to the police station, the man offered the constable a bribe of forty cents. The bribe was accepted, but the constable, being honest, charged his prisoner with being unlawfully in possession of the rice.

Before Mr. Irving yesterday eighteen men were charged with having been found frequenting an opium den, on premises situated at No. 1, Centre Street, West Point. After evidence had been called, the case was remanded until 10 a.m. today. The keeper was allowed bail in \$160, and the remainder in \$2 each.

A junk master was yesterday charged with bringing cattle from Haiphong to Hongkong without having proper accommodation provided for the animals. Defendant failed to appear and his bail of \$25 was forfeited.

SOLDIERS' CLUB BILLIARD TOURNAMENT.

The fifth and sixth games between the Sergeants of the K.O.Y.L.I. and 83 Company R.G.A. were played on Wednesday evening, the Artillerymen again proving victorious in both games. Engle-Major Johnson and Gunner Goodman were the first to play, the latter beating his opponent by 18, making breaks of 14 (twice), 13, 11, 15 and 23, the Bugle Major making 11, 15 and 13.

The second game was between Sergt. Holliday, 83 Company R.G.A., and Sergt. Darwin, K.O.Y.L.I. Holliday won by 107. His best breaks were 12, 11, 26 and 22, against Sergt. Darwin's 10 and 13.

"TWO MEN FROM JAPAN."

A crowded house witnessed the first performance by the Hughes Musical Comedy Co. of the comedy "Two Men from Japan." The piece is on all fours with those already produced by the company. The plot is, of course, very thin, and ample opportunity is given for the introduction of numerous incidental songs and dances. The costuming was particularly good, and the chorus work went with plenty of swing. As Mike and Louis, who are mistaken for two professors, Blinker and Klinker, Messrs. Paul Stanhope and Bert Le Blanc were responsible for the bulk of the humour. Madame Lloyd was in splendid voice, and her songs were as appreciable as ever. A special feature of the performance was the introduction of the "Texas Tommy Dance."

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

COAL STRIKE.

CONSTITUTIONAL CRISIS.

SERIOUS SITUATION.

LONDON, March 21st.

The week's decrease in traffic on the railways amounted to \$571,000, the decrease on the North-Eastern being \$28,000; Midland, \$23,000; and London and North-Western, \$22,000.

Several prominent lines are experimenting with oil fuel.

HOPEFUL OUTLOOK.

A settlement of the immediate crisis is regarded as more hopeful. The employers believe that the men will resume work, but there is no guarantee against a fresh strike. The Yorkshire miners are preparing for an immediate return to work, while the Scottish miners have been warned to hold themselves in readiness to resume work on Monday. The Sanquhar pits have re-opened.

LATER.

SITUATION AGAIN COMPLICATED.

The decision of the Miners' Federation to-night has again complicated the situation. The Federation insists upon a minimum of 5/- per day for all adult workers except piece-workers and 2/- a day for boys.

OPPOSITION TO MINIMUM WAGE BILL.

The Unionist leaders have given notice of their intention to move the rejection of the Minimum Wage Bill. Mr. Balfour will move this. It is regarded, however, more as a demonstration of protest rather than an indication of their determination to wreck the Bill, which, it is still thought, will pass.

The attitude of the Miners' Federation is causing grave anxiety to Ministerialists regarding the fate of the Bill. The Federation says the Bill must contain the schedule rates for hewers in each district, and calls upon the Labour Party to amend the Bill in this direction.

Miners' leaders on being interviewed afterwards described the position as even more complicated than it was a fortnight ago, and declare that "nothing will induce us to give way."

LATER.

Whatever the fate of the Minimum Wage Bill the question of the termination of the strike depends upon the Miners' Federation, whose resolution regarding the minimum wages was carried by the Scotch-Welsh coalition, the majority being only twelve.

The Labour Party have agreed to move corresponding amendments in the House of Commons.

DELICATE POSITION OF THE GOVERNMENT.

The coal-owners at their meeting yesterday decided to insist upon drastic amendments. This, together with the new attitude of the Opposition, is expected to prolong the proceedings over the Bill. It is long recognised that the position of the Government is most perplexing. Some Unionists forecast a Unionist and Liberal coalition against the Bill, which if not withdrawn the House of Lords and the consequent downfall of the Government.

The instructions of the Federation to the districts indicate that in the best circumstances the strike will continue at least a fortnight. A prominent leader is quoted as saying that they reminded the Government that sixty-six Radical seats, including those of seven Ministers, depended upon the goodwill of the Federation.

DRAMATIC RE-APPEARANCE OF MR. BALFOUR.

Mr. Balfour's re-appearance has added to the political importance of the industrial crisis. It was decided at a meeting of Unionists, including Mr. Bonar Law, Mr. Austen Chamberlain, Mr. Walter Long, and Mr. F. E. Smith, that apparently after the resolution of the Miners' Federation, whose attitude was regarded as justifying the Opposition contention, the Bill was now futile.

CONSTITUTIONAL CRISIS IMMINENT.

The *Daily Mail* says that if the Government are defeated the Unionists are prepared to take up office and a general election will follow immediately.

As a result the Liberal papers admit that the position is fraught with peril to the existence of the Government. It is suggested that the situation may be saved by the Government accepting the 5/- and by the Government accepting safeguards against slackening, but they do not disguise their fears that the re-appearance of Mr. Balfour means that the House of Lords will be directed to reject the Bill, making a constitutional crisis inevitable. The King has postponed his visit to Dartmouth and will remain in London in close touch with the situation.

Sir Rufus Isaacs, when speaking on the Minimum Wage and Insurance Bills at Hoxton, was bowled down.

GROWING DISTRESS.

The distress in the country is rapidly increasing. The Government has issued circulars to Board of Guardians, and Education Committees on the question of relief. A body of hunger-marchers at Grimsby yesterday presented so pitiable an appearance that the Chief Constable immediately distributed a large quantity of food and tea.

It is estimated that up till now \$218,000 has been disbursed by the trade unions during the strike in unemployed pay.

AMERICAN MINERS ALSO DEMAND ADVANCE. The Cleveland and Ohio bituminous coal-owners have rejected the demand of the miners for an advance in wages, and a strike of half-a-million miners is threatened by the 1st of April.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVY ESTIMATES.

IMPERIAL DEFENCE.

RECIPROCAL NAVAL INFORMATION FROM GERMANY.

LONDON, March 21st.

In the debate in the House of Commons on the Navy Estimates, Mr. J. Murray Macdonald, Liberal M.P. for Falkirk Burghs, urged that it would be quite safe to reduce the Navy, as the German Government's main argument to induce the people to accept the additional burdens was based on what Great Britain was doing.

The Right Hon. Mr. Winston Churchill, First Lord of the Admiralty, pointed out that the reply to the invitation conveyed in the late Sir Henry Campbell-Bannerman's prolonged restraint in naval construction was not a slackening but a doubling in the rate of German construction. He did not believe that such restraint would now break the spell, but he hoped that the moderate though sufficient standard which the Government had set up as a guide and an indication would remove uncertainty from our naval policy and avoid the yearly necessity of prolonged and heated debates in which all sorts of references had to be made to the building of other Powers. He was sure that did no good. Negotiations had been progressing for some time with Germany for an exchange of naval information and he would be most glad if they reached a satisfactory conclusion.

We shall always be ready to state what ships we are building and when they will be completed provided we receive reciprocal information. We want to avert the ill-feeling caused by suspicion regarding vessels being constructed apart from those officially announced. This would be a great benefit to Anglo-German naval relations. Alluding to the subject of Imperial defence he said it was not for the Admiralty to initiate proposals to the Dominions, and any request for expert assistance would be received with the utmost cordiality. We do our best, he proceeded, to help them to a wise decision, convenient and agreeable to themselves, of sound military value, based on true principles of Imperial defence. They may be sure that we will inform them on all facts of naval policy with the utmost frankness.

Referring to the question of associating the Ministers of the Dominions with the Imperial defence consultations here, he said the subject was not free from difficulties, but as time passes it becomes less encumbered with difficulties. In the Committee on Imperial Defence we have machinery of the most comprehensive and most flexible nature, which is capable, at any rate in the intermediate stage of the relations between the Motherland and the Dominions, of establishing that real and intimate connection which ought to exist in matters of Imperial defence between the responsible leaders of opinion in the great dominions and those concerned with the defence of the Empire here, and any advance in that direction would certainly be facilitated by the Government and the Admiralty. (Cheers.)

LATER.

Mr. Churchill, in reply to a question, said that the cruiser squadron would be permanently based at Malta, and that the dockyard there would be kept in a regular state of efficiency.

LOANS TO CHINA.

LONDON, March 21st.

Reuter understands that an Eastern bank which is participating in the loan of a million sterling to China is not receiving the support of the British Government.

SALE OF ARMS TO CHINA.

LONDON, March 21st.

Sir Edward Grey, replying in the House of Commons to Mr. Charles Bathurst, said he was not aware that there were any restrictions imposed on Britishers regarding the sale of arms to the new Chinese Government. They were merely advised to abstain from selling arms during the Revolutionary struggle.

WORLD'S MOST POWERFUL WARSHIP.

LONDON, March 21st.

The battleship cruiser *Queen Mary* has been launched at Jarrow. The ship is the most powerful warship in the world.

ALLEGED ESPIONAGE.

LONDON, March 21st.

Three men, supposed to be spies, were arrested last night inside a fort at St. Helens, Isle of Wight, and another was arrested yesterday.

[THROUGH REUTER'S AGENCY.]

RAILWAYMEN'S DEMANDS.

LONDON, March 21st.

The Amalgamated Society of Railway Servants announce that they intend to submit a new national programme to the Railway Companies in May. The programme will include a demand for a 25/- a week minimum wage for all adults.

VOTES FOR WOMEN.

LONDON, March 21st.

The Women's Enfranchisement Bill will be taken in the House of Commons on the 23rd instant.

PEACE IN PERSIA.

LONDON, March 21st.

Reuter's correspondent at St. Petersburg telegraphs that Persia has replied to the Anglo-Russian Note which offered an advance of \$200,000 to Persia at seven per cent. on certain conditions. The reply is satisfactory at all points.

AMERICAN POLITICS.

LONDON, March 21st.

Mr. La Follette, the insurgent Republican, has defeated Mr. Roosevelt in the presidential primaries at Dakota.

CHINA'S SILVER REQUIREMENTS.

STEADY RISE IN SILVER EXPECTED

The writer of "The Week's Finance" in the *N. C. Daily News* says:—

With the revival of trade, especially of imports, funds are coming into Shanghai and the money market grows proportionately easier. The funds available for circulation have vastly increased, and this, added to the reviving confidence, allows a quite sufficient amount for the needs of trade in ordinary circumstances. Of course, the revival of export trade will prove a counteracting influence; but it must be understood that before export trade can get into full swing the import trade should have considerably improved.

For a time at least, however large the exports may be, the imports will counter-balance them, and so far as the need of money is concerned, it is probable that exports and imports will balance each other. The funds, however, available for circulation, although they may be sufficient for the purposes of trade, are not what they ought to be, in view of the payments now being made to the Chinese Government. As has been stated in these columns on a previous occasion, an average of \$1,000,000 will have to be paid to the Government for a period of six months, besides payments on the Currency, and possibly some other loan, the flotation of which this year is very probable.

The payments for these loans will mostly be in silver, and consequently China will have to buy silver from abroad. In the ordinary railway loan to China the greater part of the loan goes to buy materials in gold-using countries and consequently the effect of such loans on the silver market is not very appreciable. But as the loans to China at present, and for some time to come, are toward expenditure in the country, it only stands to reason that the demand for silver will be considerable, and will help to maintain silver prices.

Thus, apart from the Indian factor, the situation in China has proved a source of great strength to silver. The position in India is growing acute, and while the gold reserve is increasing week by week the silver reserve is falling correspondingly. It must be remembered that the four months from January are usually the time when silver flows back into the treasury in the shape of taxes, and it is an astonishing fact that after a two years' struggle in order to stop laying silver for coinage, an enormous decrease in the silver reserves should have occurred during these months. Such a position cannot continue long, as after all India is mainly a silver-using country, and unless something untoward in the shape of a miracle happens there is every reason to believe in a steady rise in silver for the next few months.

LOANS TO CHINA.

BY FRANCO-BELGIAN AND BRITISH BANKERS.

The Peking correspondent of the *N. C. Daily News*, telegraphed on the 15th inst. as follows:—

Representatives of the French, Belgian and British groups and the Waiwup signed an agreement yesterday for a loan of \$1,000,000 for one year, bearing interest at five per cent., and issued at 97, on the security of the income from the Peking-Kalgan Railway. This loan is subject to the approval of the Nanking Assembly and of the chiefs of the various groups in Europe, but this is practically assured. "There is no longer any doubt that the Russians will participate in the loan to be granted by the group of six nations, in which the Russo-Asiatic Bank will represent officially the financial interests of Russia in the Far East. The terms, however, are still the subject of negotiations." The above loan, our Shanghai contemporary remarks, would appear to be entirely distinct from what is being arranged with the Four Nations Syndicate. As regards the latter, there is no corroboration yet locally of the Russians joining, although the Japanese are willing to do so.

A WRECK ON VRIES ISLAND.

The German str. *Madeleine Rickmers*, a steel screw steamer of 4,170 tons, on her way to Kobe from Yokohama ran on a rock on the 14th inst. and lies in a dangerous position on Vries Island.

The *Madeleine Rickmers* was built at Bremerhaven in 1905, and she is owned by Rickmers Reismühlen, Reed and Schiff. Akt. Ges.

HONGKONG AMATEUR DRAMATIC CLUB.

SUCCESSFUL PRODUCTION OF "THE GONDOLIERS."

Some few months ago the Colony was perturbed by the announcement that the fate of the Amateur Dramatic Club actually hung in the balance, that it was a serious question whether it should or should not continue to exist, but, happily, it was decided that the public appreciation of the Club and its performances warranted its existence, and the wisdom of that decision will doubtless be endorsed by all who see the production of "The Gondoliers." At the outset it should be stated that the production is worthy of the A.D.C. It maintains the standard so long set and so admirably sustained by our Hongkong amateurs, whose performances at times would not have been creditable to professional artists, and last night's performance was as brilliant as any under the same auspices. Nervousness might have been expected in some instances, but none was shown, and every artist acquitted himself and herself on the stage as to the manner born.

"The Gondoliers," as is well known, is one of Gilbert and Sullivan's brightest operas. It perhaps represents rather an ambitious undertaking for amateurs, and especially amateurs so far removed from professional assistance, but the selection is justified already on the opening performance. It went very smoothly indeed, and the audience being sympathetic and indulgent, as they should be when witnessing such productions, found interest and pleasure in the efforts of those on the stage. The choral work, with few exceptions, was admirably carried out, and the solo and other parts were well undertaken by the various individuals to whom they were entrusted.

When the curtain rose in the Theatre Royal last night the large gathering was delighted with the beautiful scene which met their gaze, and the pleasant impressions thus created were deepened with the fine rendering of the opening chorus. Then the audience settled down to enjoy the production, and those who were not under the influence of the Lang Holloway combination could not fail to appreciate the work of the amateurs.

Having said that the general effect of the production was good, this notice would be incomplete were not some reference made to the principals. Messrs. G. P. Lammer and Bertram Webb as Marco Palmieri and Giuseppe Palmieri, respectively, the two handsome gondoliers, who appear amidst a bevy of beautiful maidens twining roses from whom they are going to choose their brides, certainly carry off the honours. They acted their parts with a naturalness and unaffectedness which were in the highest degree artistic, and their vocal work was not less successful than the strictly histrionic. They were supported in their rôle by Mrs. Hunter as Giannetta and Miss Hilda Gordon as Tessa, the former being particularly vivacious and vigorous, and the latter using her fine voice to perfection in the several quartettes, duets, and solos which fell to her lot. As the Grand Inquisitor Mr. M. D. Silas was well suited, and the greater credit attaches to his performance in that he stepped into the breach at very short notice, having only had four rehearsals of his important part. Cassilda was sweetly portrayed by Mrs. Schofield, who with her husband, Dr. Schofield (Luiz) sang several pretty duets and had to respond to encores. The other parts were in capable hands. A pretty feature of the production was the dancing in which a number of young ladies take part, the principals being Misses Main, Robson and Chunyut. The scenery was very effective, and the costumes were very dainty. Mr. Denman Fuller is to be congratulated on having the forces so well in hand, and his special orchestration of the piece was highly appreciated by the music loving.

The cast is as follows:—

The Duke of Plaza-Toro	A Grande of Spain	Mrs. F. J. HUNTER, A.O.D.
Luiz	His Attendant	Staff-Surg. A. SCHOFIELD, R.N.
Don Al-hambra del Bolero	The Grand Inquisitor	Mr. M. D. SILAS.
Marco Palmieri		Mr. Geo. P. LAMMERT.
Giuseppe Palmieri		Mr. BERTRAM WEBB.
Antonio	Venetian Gondoliers	Mr. A. L. SHIELDS.
Francesco		Mr. H. H. WHITMORE.
Annibale		Mr. PARKER, R.N.
The Duchess of Plaza-Toro		Miss E. BENBOW ROWE.
Cassilda	Her Daughter	Mrs. A. SCHOFIELD.
Giannetta		Mrs. F. J. HUNTER.
Tessa		Miss HILDA GORDON.
Fiametta	Contadine	Mrs. J. W. KEW.
Vittoria		Mrs. G. L. PLATT.
Inez	The King's Foster Mother	Mrs. T. L. PERKINS.

Gondoliers, Men-at-Arms, Contadine, etc., etc.:—Messrs. Hollingsworth, Robertson, Jones, Quinn, Head, Young, Fellow, Weston, Kew, Platt; Misses Main, Boanas, Chunyut, Robson, Hake, Benbow, Schmidt; Messrs. Biden, Parker, Darby, Wood, McNulty, Chapman, Platt, Bullock, Emmett, Hollingsworth, Raymond, Souter, Grey, Shields, Whitmore, Lake.

The Orchestra was composed of:—
First Violins: Mr. T. G. Flynn, Lance Corporal Spieglehalter.

Second Violins: Mr. F. C. Barlow, Q.M. Sergt. Jenkins, R.E.
Celli: Mr. G. S. Archbutt, Bandsman Cranleigh.
Double Bass: Bugle Major Johnson.
Flute: Mr. J. D. Osmond.
Oboe: Mr. W. Anderson.
Clarinet: Band Sergt. Ware.
Cornets: Trumpet Major Elliott, R.G.A., Bandsman Kelly.
Trombone: Corporal George.
Tympani, Side Drum, etc.: Lance Corporal Irvine.
Piano: Mrs. Adams.

Apart from those on the stage, special mention should be made of the work of Mr. John Robertson, who not only designed the scenery and the effects, but was responsible for the production. The other officials were:—Hon. Secretary, Mr. W. G. Worcester; Hon. Treasurer, Mr. C. T. Beath; and Business Manager, Mr. A. Chapman; while the Committee consisted of Messrs. G. A. Caldwell, A. Chapman, R. Sutherland, H. W. Bird, C. T. Beath, W. G. Worcester, J. Robertson, H. W. Looker and G. P. Lammer.

COMPANY MEETING.

THE JOERANGIE RUBBER COMPANY, LIMITED.

An extraordinary general meeting of this Company was held yesterday at the offices of the Company. Mr. A. Denison presided, and there were also present: Mr. C. D. Wilkinson and Mr. W. G. Humphreys (Directors), Mr. M. W. Slade, K.C., Mr. G. Wilks, Mr. H. J. Gedge, Mr. Evan Ormiston, Mr. P. Loureiro, Mr. J. W. Taylor and Mr. E. A. M. Williams (Secretary).

The CHAIRMAN said:—Gentlemen,—It may appear to some of you rather strange that you should now be asked to consider practically the same resolution as that which was brought forward for your consideration not many weeks ago, and was not then approved. But you will remember that, on that occasion, the Chairman of the meeting stated that little or nothing was then known of the Company (named at the time the Rubber Investment Trust) by which the offer under consideration was made, but information concerning the Company would doubtless be received in course of time, and when received it might cause the members to alter the views they then held. Such information has now been received, and we are told by our Visiting Agents in Sumatra that the Rubber Investment Trust (the proper name of which is the Rubber Plantations Investment Trust, Limited) is a Company well known in Sumatra, where it has been instrumental in furthering the prosperity and interests of other Companies; and we gather that the view is held in Sumatra that the Company is likely to be of equal use to us as would have been the U.L.P.C. had the scheme propounded by the directors of the latter Company been carried out. We further ascertained that the raising of more capital within a short time hence was absolutely essential for the purpose of properly developing our property, and was particularly needed if we desired to continue the cultivation of tobacco, an undertaking which is much favoured by our visiting agents, and Sumatra shareholders, by whom it is considered likely to be most profitable. You will also remember that another offer, somewhat similar to that of the U.L.P.C. and to the one we have now to decide upon, was telegraphed out to us—an offer by the Rubber Estates Agency. From the fact of these two offers having been made within a few days after the U.L.P.C. meeting, we, not unnaturally, thought it very possible that other, and for us, more advantageous offers would be received very shortly afterwards. No such other offers have, however, been forthcoming, and it was therefore incumbent upon your directors, after receiving the information concerning the R.P.I.T. which they did receive, to reconsider the offer of that Company, which had not been definitely rejected. Especially was this so having regard to the fact that, if the offer were not accepted, it appeared to be necessary, without delay, to take steps to raise capital in other ways—first by making an immediate call in respect of the balance of 2s. 6d. per share payable by the ordinary shareholders. The matter was therefore carefully deliberated over, with the result that we came to the conclusion that we could not do better in the interests of the shareholders than accept the offer of the R.P.I.T., and accordingly, a telegram was sent to Mr. Gray to the effect that the directors approved of such offer, and were shortly calling the meeting which is now being held. From the reports which have been made on our property there can be no doubt that it is exceedingly valuable. The whole of it was stated by the U.L.P.C. expert, appointed to examine it, to be suitable for rubber and at least two-thirds of it suitable for tobacco; which necessarily means that two-thirds of the estate consists of especially excellent soil. In all probability, therefore, it would now be valued at a much larger sum than that at which it was valued by the U.L.P.C. expert, and which valuation, and whose report, induced the directors of the U.L.P.C. to make the tentative offer to us which they did make, and to strongly recommend the scheme propounded to the shareholders of that Company. Consequently the R.P.I.T. will unquestionably be doing exceedingly well for itself by our acceptance of its offer, and it may be said that we are proportionately sacrificing ourselves. But it cannot be supposed that the R.P.I.T. would have made the

offer at all, unless its directors considered the proposition to be an excellent one for that Company; and, after all, we benefit to a much greater extent than if we paid up the balance due in respect of our shares, and raised more capital by the issue of new shares to strangers outside the Company. Moreover, we shall be able to rest content hereafter with the knowledge that our property is well looked after by those eminently capable of managing it, and that it is not likely to suffer for want of the capital required to make the Company a good dividend paying concern within a short space of time. With these remarks, gentlemen, I beg to move the following resolution:

"That the directors be authorised to conclude a contract with the Rubber Plantations Investment Trust, Limited, for the sale of the property and assets of the Company to a new Company to be formed and registered in London by or under the auspices of the Rubber Plantations Investment Trust Limited, upon the same terms (modified or otherwise as regards the existing options) as by the resolution of the Company passed on the 22nd November last, and confirmed on the 9th December last, it was resolved to sell the said property and assets to a new Company to be formed by or under the auspices of the United Lankat Plantations Company, Limited (the name of the Rubber Plantations Investment Trust, Limited, being substituted for that of the United Lankat Plantations Company, Limited, in such terms); with the addition thereto that options on 4,000 shares in the new Company to be formed be given or in lieu thereof the 1,000 fully paid up shares in such new Company be issued to the Rubber Plantations Investment Trust, Limited, or its nominees; and upon such other terms as the directors shall deem expedient."

Mr. EVAN ORMISTON, in seconding, quoted from the report of the proceedings at the meeting of U.L.P.C. shareholders when the scheme was considered in order to show that the directors of one of the most solid and influential companies were very strongly of opinion that it would be highly advantageous to their own Company to do that which the Rubber Plantations Investment Company now offered to do. The scheme was abandoned by the U.L.P.C. at the request of the Dutch shareholders, who were averse to the Company spending £40,000 of its funds in the manner proposed. Mr. Ormiston said he was of opinion that it would be to the Company's interests to accept the offer.

Mr. M. SLADE, K.C., said he was not opposing the proposition as recommended by the directors, although he could not say that he entirely approved of it. He thought he was voicing the opinions of a number of shareholders when he said that had their directors been a little more astute in the negotiations, or their agent, Mr. Gray, not been hampered in his bargainings by the fact that he was a director in the Rubber Trust, the Company which was going to have the great advantage they would have been able to get a much better bargain. The price they were going to pay, was, in his opinion, considerably too high; but they would nevertheless obtain a great advantage. Therefore he thought that the shareholders would do well to ratify the decision of the directors. Mr. Slade discussed the option of shares at considerable length and proposed the following amendment to the resolution put by the Chairman:—

That the directors be at liberty, and they are hereby authorised, to enter into an agreement (by their duly constituted attorney) for the sale and disposition of the undertaking and assets of the Company to a new Company to be formed in London by, or under the auspices of, the Rubber Plantations Investment Trust, Limited, upon the following terms:—

- 1.—That the capital of the new Company be £150,000.
- 2.—That the shareholders in this Company receive a fully paid-up £1 share in the new Company for each share 17s. 6d. paid-up in this Company.
- 3.—That the holders of the 3,700 fully paid-up shares in this Company receive a similar number of fully paid-up £1 shares in the new Company.
- 4.—That the holders of the existing options on 8,000 shares in this Company be granted similar rights in respect of 8,000 shares in the new Company.
- 5.—That 6,400 fully paid-up £1 shares in the new Company be issued to the Rubber Plantations Investment Trust, Limited, or its nominee, in consideration whereof the said Rubber Plantations Investment Trust, Limited, will pay all legal and other expenses in connection with the promotion and flotation of the new Company, and the transfer thereto of the undertaking and assets of this Company.
- 6.—That the said Rubber Plantations Investment Trust, Limited, will take up and pay, or procure subscriptions for, 40,000 shares of £1 each in the new Company, so as to provide at least £40,000 additional working capital for the new Company.
- 7.—Such other terms, whether in addition to or in substitution for the foregoing, not being inconsistent with, or less advantageous to, the Company than the foregoing, as the Directors or their duly constituted attorney, in their or his discretion shall think fit.

The amendment was carried unanimously.

SHANGHAI'S CORONATION CELEBRATION FUND.

A statement of Receipts and Expenditure of the "Coronation Celebration Fund" at Shanghai has been published showing a balance on hand of Ts. 3,399.81. Subscribers of over Ts. 100 (or its equivalent in dollars) who had been promised a refund, *pro rata*, of any surplus available, have now generously consented to allow the balance to be given to local charity. The Finance Committee, therefore, with their permission, have divided up the surplus amongst various Institutions. The money which has been given out of the surplus Coronation Fund towards private nursing is to be used to assist in the organization of certificated private nurses in Shanghai by a system of registration and other aids to employment. It is hoped that permission will be obtained to call the Association by Queen Mary's name as indicating its present origin.

"MY REMINISCENCES."

[BY SUN YAT SEN.]

(Continued from yesterday.)

I could tell many stories connected with the rewards placed upon my head. All men were not, I am sorry to say, like this one. Some really would have wished to earn the reward if they could—but my friends saved me. Once I was kept in one house six weeks without stirring from my room. At another time I was living with a fisherman in a small cabin on the outskirts of Canton, when I was told that two soldiers had been ordered to take their place in a little grove near by and shoot me on sight. I was made aware of the danger and kept in the house for two days. Then I was told that the two soldiers themselves had been shot.

But in a way my most extraordinary experience was in Canton, when two young officials came themselves to capture me. I was in my room at night and in my shirt-sleeves, reading and looking over my papers. The two men opened the door. They had a dozen soldiers outside. When I saw them I calmly took up one of the sacred books and began to read aloud. They listened for a time, and after a while one of them spoke, and asked a question. I answered it, and they asked others. Then ensued a long argument, and I stated my case and the case of the thousands who thought as I did at full length as well as I could. At the end of two hours the two men went away, and I heard them saying in the street, "That is not the man we want. He is a good man, and spends his life healing the sick."

I estimate that the rewards upon my head once amounted altogether to not less than seven hundred thousand taels (one hundred thousand pounds sterling). In these circumstances, I have been asked why I have gone about in London so freely and taken so few precautions. My answer is that my life now is of little consequence, for there are plenty to take my place. Ten years ago, if I had been assassinated or carried back to China for execution, the cause would have suffered. Now the organization I have spent so many years in bringing about is complete.

At the close of the Boxer rebellion I returned to America. There was one thing I wanted more than troops and arms—without which I saw I could have neither, and that was money. Not the money in quantities I had been receiving—here and there—but at least half a million sterling. Anything less than this would be failure. Now began a new rôle for me—a canvasser for political funds. In this capacity I travelled in every city in America, and I visited all the leading bankers in Europe. Emissaries sent by me penetrated into all quarters, professing to act for me and in my name, proved faithless. But I prefer not to speak of these—although one man is now universally denounced as a traitor to the cause for having appropriated a huge sum of money entrusted to his care. He will meet with his due reward.

All over the world, and particularly in America, the legend has grown up that Chinamen are selfish and mercenary. There never was a greater libel on a people. Many have given me their whole fortune. One Philadelphia laundryman called at my hotel after a meeting, and, thrusting a linen bag upon me, went away without a word. It contained his entire savings for twenty years.

Meanwhile I kept my eyes on China and the events happening there. After the death of the Empress Dowager I realized that Fate was playing into the hands of Yuan Shih Kai, who would be for a time the arbiter of my country's destiny. But I also knew that he could do nothing without me.

People in Europe think that the Chinese wish to keep themselves apart from foreign nations, and that the Chinese ports could be opened to foreign trade only at the point of the bayonet. That is all wrong. History furnishes us with many proofs that before the arrival of the Manchus the Chinese were in close relations with the neighbouring countries and that they showed no dislike towards foreign traders and missionaries. Foreign merchants were allowed to travel freely through the Empire. During the Ming dynasty there was no anti-foreign spirit.

When the Manchus came the ancient policy of toleration changed. The country was closed to foreign commerce. The missionaries were driven out, and the Chinese Christians were massacred. Chinamen were forbidden to emigrate. Disobedience was punished with death. Why? Simply because the Manchus wished to exclude foreigners and desired the people to hate them, for fear that the Chinese, enlightened by the foreigners, might wake up to a sense of their nationality. The anti-foreign spirit created by the Manchus came to its climax in the Boxer risings of 1900, and who were the leaders of that movement? None other than members of the reigning family. Foreigners travelling in China have often remarked that they are better received by the people than by the officials.

I will here again enumerate the principal wrongs we have suffered during the two hundred and sixty years of the Tartar rule:—

- 1.—The Manchurian-Tartars govern for the benefit of their race and not for that of their subjects.
- 2.—They oppose our intellectual and material progress.
- 3.—They treat us as a subject race and deny us the rights and privileges of equality.
- 4.—They violate our inalienable rights to life, liberty, and property.
- 5.—They promote and encourage the corruption of officialdom.
- 6.—They suppress the liberty of speech.
- 7.—They tax us heavily and unjustly without our consent.
- 8.—They practise the most barbarous tortures.
- 9.—They deprive us unjustly of our rights.
- 10.—They do not fulfil their duty of protecting the life and property of the people living under their jurisdiction.

Although we have reasons to hate the Manchus we have tried to live in peace with them, but without success. Therefore we, the Chinese people, have resolved to adopt pacific measures if possible, and

violent ones if necessary, in order to be treated with justice and to establish peace in the Far East and throughout the world. We mean to go through with what we have begun—no matter how much blood will be spilt.

A new Government, an enlightened and progressive Government, must be substituted for the old one. When that has been done, China will not only be able to free herself from her troubles, but also may be able to deliver other nations from the necessity of defending their independence and integrity. Among the Chinese there are many of high culture who, we believe, are able to undertake the task of forming a new Government. Carefully thought-out plans have been made for a long time for transforming the old Chinese monarchy into a republic.

The masses of the people are ready to receive a new form of Government. They wish for a change of their political and social conditions, in order to escape from the deplorable conditions of life prevailing at present. The country is in a state of tension. It is like a forest of dry wood, and it needs only the slightest spark to set fire to it. The people are ready to drive the Tartars out. They will come over as soon as the revolutionary force has gained a footing in South China. The seven divisions around Peking are the entire creation of Yuan Shih Kai. Since he has been degraded the loyalty of these troops to the Peking Government is greatly diminished.

Though no arrangement has been made between them and us, we strongly believe that they will not fight for the Manchus Government, and there is another division in Manchuria which is commanded by a revolutionary general, who can be depended upon to co-operate against Peking when the time comes.

As to the navy, though hitherto no arrangement for support has been made, an understanding can be easily concluded if sufficient funds for the purpose could be provided. The naval force of China consists of only four serviceable cruisers, the largest of which is but four thousand tons, and the other three two thousand nine hundred tons. Many of the officers and sailors are revolutionists.

I say again, the whole of South China is ready for a general uprising. Besides the readiness of all the people of South China to follow the movement, the revolutionist has enrolled the best fighting elements in the provinces of Kwangtung, Kwangsi, and Hunan. These provinces have always produced the best soldiers in China.

So far it has all happened as I foretold, only the crisis has come a little more hurriedly. I expected Yuan Shih Kai would have been able to hold out longer. I was so full of this belief that when a year ago Yuan sent for me I distrusted his messenger. I thought he was playing false, but he was really in earnest. He wished to remove the ban from my life and act openly in concert with me. But I said to his messenger:—

"Go back to your master and tell him I have not laboured fifteen years and suffered so many perils to be tricked so easily. Tell his Excellency I can wait."

Then my own change.

If I had trusted Yuan's messenger the revolution would have happened sooner, and I should now be in Peking. For I can count upon millions of followers. They will follow me to the death, as they have long followed my teachings. The greatest advance the revolutionary moment has made was when we enjoyed the favour of the late Emperor before he was put under restraint by the Dowager Empress. At that time many thousands of young Chinamen obtained permission to leave China and travel about the world, studying European customs and institutions. Ninety per cent. of these became infected with revolutionary ideas. I used to meet them by scores wherever I went. They had heard of me, and were anxious to exchange ideas with me. When they went back they soon began to leave the whole of China.

Whether I am to be the titular head of all China, or to work in conjunction with another, and that other Yuan Shih Kai, is of no importance to me. I have done my work; the wave of enlightenment and progress cannot now be stayed, and China—the country in the world most fitted to be a republic, because of the industrious and docile character of the people—will, in a short time, take her place amongst the civilized and liberty-loving nations of the world.

SUN YAT SEN.

THE RECENT DISTURBANCES AT PEKING.

THE Peking correspondent of the *China Press* in an interesting letter concerning the recent disturbances writes:—

A strange thing that the looters did was to steal telephones hung up in various shops. Why they wanted these is difficult to explain. Some think that the ignorant soldiers knew that these things were of great use to foreigners and believed therefore had some intrinsic value. There are others who hold that the soldiers knew that the instruments were some kind of talking machines and therefore might tell what they had done. Fearing the telephones as witnesses they tore them down and either carried them away or destroyed them. There must have been some peculiar reason for stealing telephones, for nothing, it would seem, could be more utterly useless to a looting soldier than a telephone.

It was probably not more than a minute and a quarter after the first shot was fired when the telephone service went bad. It was not due to breaking wires or any effort on the part of the looters, who give no thought to details such as this, but to frightened telephone employees who deserted their posts almost at once, much to the disgust of foreigners who wanted to find out what was going on or who wanted to inform their Legations of the situation. The telephone office is supervised by a Japanese, and very soon after the row started a squad of Japanese soldiers went through Hatamen Street to the telephone office. They took complete charge and afforded ample protection. After their arrival at the telephone exchange the Chinese operators began to reappear, some from under tables, some from closets and other hiding places. By eleven o'clock that night the system was in pretty good working-order.

INTIMATIONS

JOHNSTONE'S

M.P.

WHISKY.



Our argument is there is nothing better than M.P.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS,

38 AND 40, QUEEN'S ROAD CENTRAL.

[33]

Chs. J. Gaupp & Co.

WATCH MAKERS,

JEWELLERS,

AND—OPTICIANS.

Always have on hand a large stock of

Scientific and Surveying Instruments.

Microscopes and Optical Goods,

Zeiss Prism Binoculars,

Voigtlander Telescopes,

Watches and Clocks.

AGENCIES:

MAPPIN & WEBB, LTD., London.

W. F. STANLEY & CO., LTD., London.

CARL ZEISS, Jena.

VOIGTLANDER & SOHN, Braunschweig.

BRITISH ADMIRALTY CHARTS.

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motion of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

CLARK & CO.
SCIENTIFIC OPTICIANS
109 BLOOMSBURY STREET, LONDON, W.C.1

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the CLUB HOUSE, HAPPY VALLEY, on THURSDAY, the 28th MARCH, 1912, at 5.30 P.M.

By Order,
E. R. HALLIFAX,
Hon. Secretary.
Hongkong, 22nd March, 1912. [488]

THE PHOENIX CLUB, LTD.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY GENERAL MEETING of the Members of the above Club will be held on THURSDAY, the 28th MARCH, at 6 P.M., in the Club Premises, for the purpose of receiving the Report of the Committee together with a Statement of Accounts for the year ending 31st December, 1911.

By Order of the
GENERAL COMMITTEE.
Hongkong, 22nd March, 1912. [489]

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, On SATURDAY, the 30th March, 1912, at 12 o'clock (NOON), at his Sales Rooms, Duddell Street, The following:

VALUABLE LEASEHOLD PROPERTIES situate at FANLING and registered in the District Land Office as Tax Lot lots 62, 70 and 71.

For further particulars, apply to—
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 19th March, 1912. [490]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.
FROM KOBE.

THE Steamship

"CAPEL," having arrived from the above ports. Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 27th inst. at 9.30 a.m.

No Fire Insurance has been effected.
CARLOWITZ & Co.,
Agents.
Hongkong, 21st March, 1912. [4]

WANTED.

A ASSISTANT ENGLISH TEACHER for the DIOCESAN SCHOOL.

Apply to—
THE HEADMASTER.
Hongkong, 20th March, 1912. [478]

ROYAL GEORGE HOTEL.

HAIPHONG ROAD, KOWLOON.

TELEPHONE NO. K. 3.

IN future SPECIAL DINNERS will be served every SATURDAY and SUNDAY. Indian Curries a feature. No extra charge will be made on the usual prices. Chits will not be accepted. Early application for tables will oblige.

M. J. NATHAN,
Manager.
Hongkong, 21st March, 1912. [486]

A. D. C.

LADIES AND GENTLEMEN!

WE invite your immediate attention to the large and varied stock of DRESS MATERIALS, COLOURED CAPS, STOCKINGS, &c.

Suitable for

THE

"GONDOLIERS."

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Corner of Zetland Street, Hongkong.

Hongkong, 8th March, 1912. [50]

LIGHTERAGE.

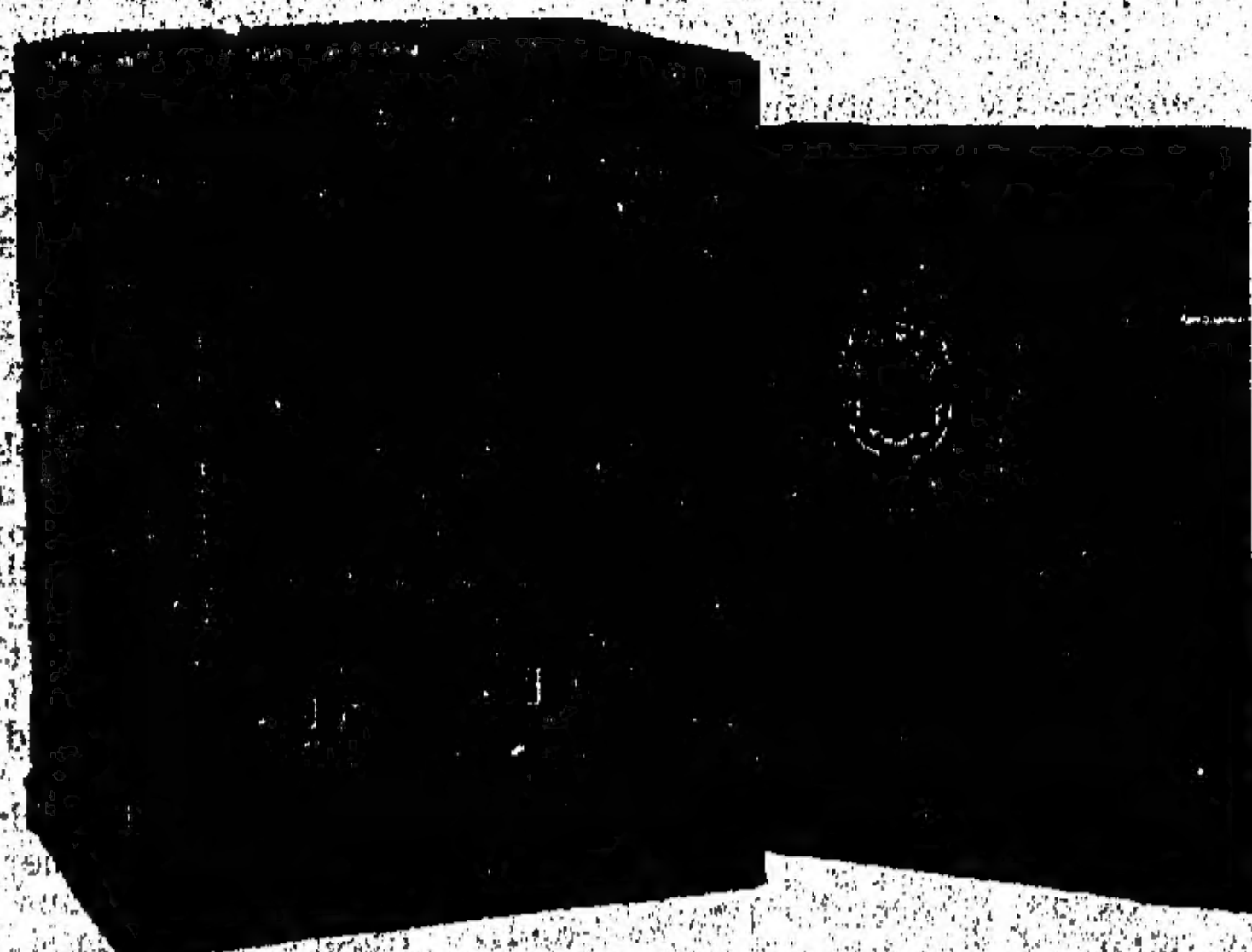
THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

LANE, CRAWFORD & CO.

AGENTS FOR

CHUBBS SAFES

LOCKS, CASH and DEED BOXES



PHILLIPS SAFES

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

ESTIMATES FREE.

TELEPHONE 97.

LANE, CRAWFORD & CO.

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on MONDAY, the 25th MARCH, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th MARCH, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 6th March, 1912. [420]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agent, Pedder's Street, on MONDAY, the 25th MARCH, at 12.15 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th MARCH, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 6th March, 1912. [421]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS.

General Managers of the Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 30th day of MARCH, 1912, at 11.30 o'clock a.m., for the purpose of receiving the Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1911. Declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 21st day of March, 1912, until SATURDAY, the 30th day of March, 1912, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 14th March, 1912. [455]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock. WEATHERS with Glass Shades from \$4 up.

BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

JUST LANDED

Ex S.S. "EMPIRE."

AUSTRALIAN FROZEN—

BEEF,

MUTTON,

LAMB,

BUTTER, RABBITS,

HAM, HARES,

BACON, KIDNEYS, etc.

THE DAIRY FARM CO., LTD.

[423]

INTIMATIONS

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 3 " " "

For 3 " 3 " " "

GEORGE HOGG

Manager.

No. 9, Queen's Road, Central

Hongkong, 21st February, 1912. [225]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,625,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Swatow, Tainan

Anping, Keelung, Taipei

Canton, Nagasaki, Tokyo

Foochow, Osaka, Yokohama

Keelung, Shanghai

HONGKONG OFFICE:

3, DES VOUX ROAD.

Interest allowed on Current Accounts

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1316]

THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA

Branches and Agencies at

Amoy, Hankow, Kobe, Lyons, Shanghai, Tientsin, Yokohama

Amoy, Hankow, Kobe, Lyons, Shanghai, Tientsin, Yokohama

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BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (15,000,000)

Paid up Capital Fl. 12,401,050 (12,401,050)

Reserve Fund Fl. 2,598,950 (2,598,950)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRACONIS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

12 months 4 per cent. per annum.

6 do. 3 1/2 " do.

3 do. 3 " do.

C. WOLDINGH, Manager.

No. 8, Des Voux Road Central

Hongkong, 15th August, 1909. [22]

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

SUBSCRIBED ... £1,125,000

PAID UP ... £562,000

RESERVE FUND ... £325,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Penang, Singapore, etc.

Agents in Japan:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under:

For 3 months 2 1/2 per cent. per annum.

6 " 3 " " "

12 " 3 1/2 " " "

F. C. MACDONALD,

Acting Manager.

Hongkong, 14th July, 1911. [538]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE,

Chief Manager.

Hongkong, 24th January, 1911. [12]



MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MURABE, YOSHIMOTO, HOJO, KANADA, KAMAYATA, SAYO SHINNEW and KAMITAMADA.

Collectors.

AGENTS FOR

KISHIDAKE and SAKITO Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KASATO, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.



NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

When "Only Middling"

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, and an ordinary atmospheric change or dietetic irregularity may lay you up for weeks.

Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like Success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

BEECHAM'S PILLS.

Especially suitable for females of all ages.

Sold everywhere in boxes, price 6d. (3 pills), 2/6 (12 pills) and 5/6 (24 pills).



Superior to Emulsions or Cod Liver Oil.

Each tiny MorrhuaL capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Sold by all Chemists.

SELF CURE NO FICTIO!
DO NOT BE DECEIVED BY THE NEW REMEDY
THERAPION No. 1
to a remarkably short time, often a few days only.
Cures rheumatism, sciatica, neuralgia, etc.
THERAPION No. 2
Cures blood poison, bad legs, sores, scalds, painful swellings, etc., when medical treatment fails.
THERAPION No. 3
Cures chronic weakness, loss of vigor and vitality.
Kilner's Therapion & all self treatment directions enclosed, or post free 3/- from The Le Chemist Co., Haverton Hill, Hampstead, London, E.C.1. Try New Remedies (Testimonials) Form of Therapion, every bottle, and letter cure. Trade Marked word "THERAPION" is on bottle. Govt. Stamp affixed to every genuine package.
*** THERAPION CURES TO STAY CURED.**

ON SALE.

HONGKONG HANSARD REPORTS
of the
LEGISLATIVE COUNCIL for the
Session 1911.

REVISED BY THE MEMBERS.

PRICE - - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

THE COLONIAL SERVICE AND GOVERNORSHIPS.

THE DISCUSSION IN THE HOUSE OF LORDS.

The following is *The Times* report of the recent discussion on the above subject in the House of Lords:—
The Earl of Selborne rose to ask the Order-Secretary for the Colonies to explain the meaning of Colonel Seely's statement in the House of Commons of July 13, and of Mr. Harcourt's statement of November 16 last year, that "a Governorship lies quite outside of the ordinary course of promotion in the Colonial Service," and to move for papers. He said that he represented the Colonial Office in that House for five years, and afterwards had the honour of being a Colonial Governor. He therefore had the opportunity of making a great many friends in the Colonial Service, and knew what their thoughts were concerning that Service. The words that he had quoted were very extraordinary and required some explanation. Did the question mean that in the Colonial Service, as in all other services, there was a neck to the bottle and that only a very small proportion of those who entered the Service could hope to become Governors, or that the Secretary of State reserved to himself the right to recommend to the Crown for appointment as Governor some gentleman who had never previously been in the Colonial Service? He did not think that it could mean that, but if it did the method of expressing that sentiment was infelicitous. He did not for a moment contend that it should be the practice of the Colonial Office never to make appointments to Governor-Generalships from outside the Colonial Service, but it was a very long step from that admission to the words of Colonel Seely. Practically speaking the Colonies, in the sense of this question, were the Crown Colonies, comprising the Eastern, West Indian, and West and East Africa groups, and a group of Protectorates embraced in the geographical area of the Union of South Africa. In all these Colonies there was a body of officers who entered the Service as boys or very young men, who had borne the burden and heat of Colonial service often under very trying conditions of climate, and who were looking forward to promotion one day. He asked the House to think what must be the effect on them of reading the words of the mouthpiece of the Secretary of State. There never was a moment when it was more important than now to get the best class of young men to work in these Crown Colonies, and what East and West Africa suffered from was that the inducements to enter that Service had not been sufficient. What would the home Civil Service say if they were told that the headship of a Department was quite outside of the ordinary promotion, or if the same was said with regard to the Foreign Office and Ambassadorships, or with regard to soldiers and the rank of general? If these words stood as they were, if they were not explained, they would be the ruin of the Colonial Service. He was not exaggerating when he said that these answers of Mr. Harcourt and Colonel Seely had produced absolute dismay throughout the length and breadth of the Service. (Hear, hear.) As he had said, he did not suggest that these appointments should never be taken outside the Service, but he did say that, having regard to the fact that a large number of Governorships, such as those of Australia and South Africa, once within the reach of the Colonial Service, had now passed outside its reach, the practice should be less frequent in the future than in the past.

VISCOUNT KNUTSFORD, speaking with a long experience of the Colonial Office, first as Legal Adviser and Assistant Secretary, and from 1897 to 1898 as Colonial Secretary, expressed his entire concurrence with what the noble earl had said. He could only hope that Mr. Harcourt's words had been misinterpreted, for the experience in his time was that a Governorship laid quite within the ordinary course of promotion in the Colonial Office and was looked upon, unless there were any very special circumstances for departing from the ordinary course, as the reward of work which had been done often at the risk of life. He knew, from communications which he had received, that Mr. Harcourt's words had, as his noble friend had said, created absolute dismay in the Service. Unless it was the wish of the noble lord who represented the Colonial Office to destroy the spirit of the Service and to lessen the hopes, and therefore the good work, of the members of the Service, he must change the language of Mr. Harcourt.

LORD EMMOTT, who referred to the noble earl as a brilliant example of the choice of a man outside the Service, and as having fulfilled the duties of the most difficult and responsible Colonial post of his time in a way which had won the admiration of political friends and opponents alike, said he had brought forward cogent arguments in support of his view and had dealt with the question on broad grounds of public interest. The complete answer which Mr. Harcourt gave to Mr. Lyttelton was as follows: "A Governorship lies outside the ordinary course of promotion both in the Colonial Office and in the Colonial Service. I see no reason for reconsidering or modifying the present practice, and I can assure the right hon. gentleman that the claims of the Service are fully considered whenever a Governorship becomes vacant, my only object being to get the best available man." He thought the noble earl had attached too much importance to the earlier, and too little importance to the latter part of the reply. Mr. Harcourt clearly signified in the latter part that no change in practice had been made, was being made, or would be made. Such a story of suspicion as had been described seemed to have arisen from the answer of the Colonial Secretary. If, as had been asserted, the phrase to which attention had been directed had spread dismay in the Colonial Service, the noble earl had done good service in bringing the matter forward. He hoped to blow away the cloud of suspicion. He could state in the most categorical way that no change had been made or would be made in the direction of appointing outsiders instead of those who were already members of the Colonial Service when Governorships were vacant.

WM. POWELL, NEW VICTOR LTD. RECORDS

TELEPHONE 346.

Gentlemen's Outfitters.

ARRIVAL OF

SPRING and SUMMER GOODS.

SHIRTS, UNDERWEAR.

PYJAMAS, SOCKS,

NECKWEAR, etc.

EVERYTHING EXCLUSIVE AND DISTINCTIVE.

(An Inspection Invited.)

MODERATE PRICES.

Wm. Powell, Ltd.,

28, Queen's Road Central.

GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

(Hear, hear.) Indeed, he could give their lordships some particulars which would show that the present or any other Colonial Secretary who had been connected with the present Government had appointed fewer Colonial Governors from outside than were appointed, say, during the time that the Earl of Selborne was Under-Secretary for the Colonies. Prior to 1895 the proportion of outsiders appointed was greater than it had been since that year. During the five years 1895-1900 the outside appointments made were those of Sir West Ridgeway, who had been Governor of the Isle of Man, to the Governorship of Ceylon; Sir H. Murray, who was Chairman of the Board of Customs, to Newfoundland; Mr. Stenhouse, a retired member of the Indian Civil Service, to St. Helena; and Sir M. Nathan, who was sent to Sierra Leone and afterwards was appointed Governor of the Gold Coast. Sir M. Nathan was secretary of the Colonial Defence Committee at the time of his appointment. Omitting, as he thought he must, the appointments to Australia, South Africa, and Canada, and to the military Governorships, the only appointment which appeared to have been made from outside the Colonial Service within the following five years, 1900-1905, was that of Sir J. Anderson—who was now the Permanent Under-Secretary to the Colonial Office—to the Straits Settlements.

The EARL OF SELBORNE.—He was in the Colonial Office at the time of his appointment.

LORD EMMOTT, resuming, said the only appointments made by the present Government were those of Sir P. Girouard, who was Commissioner of Railways in South Africa and had special experience of railway construction, to the Governorship of Northern Nigeria, and Sir S. Olivier, who was a principal clerk in the Colonial Office from 1904 until 1907 and had been Colonial Secretary in Jamaica from 1900 until 1904, and was sent out in 1907 as Governor of Jamaica. Those were not strictly appointments from outside the Colonial Service. The only appointment made by the present Colonial Secretary was that of Major Chancellor to Mauritius last year. Just before he came to the House he had placed in his hands a copy of *The Times* of December 2nd last, in which there appeared a letter on the same subject, written by Sir F. Swettenham, containing the following passage:—"It is not only that the men who enter the Colonial Service early, by the narrow gate of severe competitive examination, are to stand aside for military officers, who have been educated at Woolwich and elsewhere to perform entirely different duties, but this dictum—that Governorships stand apart—opens the door to every kind of jobbery; and when the Secretary of State suggests, as he did recently in the case of British Guiana, that the salary of a Governorship should be raised in order that he may be able to put in the post a really suitable man, he gives us furious to think." Sir W. Egerton, the new Governor of British Guiana, had been an

Eastern cadet and entered the Service by examination. That case, therefore, was one in which the ordinary course of promotion from the Colonial Service had been followed, and in respect of it Sir F. Swettenham's suspicion clearly had no foundation. In regard to the general question he associated himself entirely with what had fallen from the noble earl. Lord Selborne suggested that the noble lord's answer would have been more satisfactory had it taken the simpler form of a statement that the Colonial Secretary's answer in another place was badly expressed, and that the meaning which had been read into it by an enormous number of members of the Colonial Service was not justified. During the time that he was at the Colonial Office as private secretary to Mr. Chamberlain the practice was to inform the applicants for appointments that Colonial Governorships were reserved in the ordinary course for members of the Colonial Service, and only in exceptional circumstances were outsiders appointed.

The MARQUESS OF CREW said it was a matter for congratulation that the question had been put by the noble earl, assuming that the answer given by the Colonial Secretary in another place had been misunderstood. His right hon. friend had not proposed to alter what had been the custom for a number of years. When a vacancy occurred the list of those standing high for promotion was considered carefully in relation to the particular duties which would be required of the Governor of a particular Colony. When that process had been gone through, if there was no one who appeared to be entirely suitable for the post, the Colonial Secretary looked elsewhere. Speaking generally those who had to recommend appointments to his Majesty looked outside the Service for Australian appointments. It was also true that South African Governorships had disappeared from the Service altogether. He did not think the position was misunderstood in the Service. The entrance into the Service of men like Sir Percy Girouard, Sir Frederick Lugard, and Sir William Manning was not resented in the Service, for the great African Governorships required special qualities. Subject to the reservation that there must always be a likelihood of military officers and others possessing special qualities coming in, good work would be rewarded in the Service, and extra good work might be rewarded by promotion to the highest office in each particular branch.

The EARL OF SELBORNE asked for leave to withdraw his motion.

The motion was by leave withdrawn.

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LOCAL SPORT.

R.H.K.Y.C.

SATURDAY'S RACING.

The Commodore of the Club, Mr. A. Denison, presented three handsome cups to be raced for on Saturday last: one for the Handicap Class, one for the One Design Class and one for the Dinghy Class.

The Handicap Class started at 1.15 p.m., and the course was North Fairway Buoy (star.), Trocas Rock Buoy (star.), Mark Boat on starting line (port), Kowloon Rock (star.), Channel Rocks (star.) and home; in all 13 miles. The weather, which for some time past had been damp and miserable, was considerably brighter on Saturday. The wind, which was from the north-east in the eastern portion of the harbour, was westerly in the western portion.

Five boats competed, viz.:—*Dione*, *Iris*, *Colleen*, *Dorothea* and *Kathleen*. A fresh breeze carried them to off Tsimtsau, where they were becalmed, but *Dione* and *Colleen*, skilfully sailed, successfully negotiated the calm and rounded the North Fairway Buoy ahead of the rest, *Dione* leading *Colleen* by about half a minute. On the reach to Trocas Rock Buoy *Dione* hauled up close to Stonecutters and gained considerably by so doing, and when she reached the Mark Boat on the starting line was some ten minutes ahead of *Colleen*, *Dorothea* and *Kathleen* bringing up the rear. On rounding the Mark Boat *Dione* carried away her mainmast, but this was quickly repaired and she completed her course, and won the race easily. *Colleen* was second, *Dorothea* third and *Kathleen* fourth. *Iris* gave up.

In the One Design Class three boats started, viz.:—*Bonito II.*, *Daphne*, and *Haleyson*. The course was North Fairway Buoy (star.), Mark Boat on starting line (port), Kowloon Rock (star.), Channel Rocks (star.).

The start was made at 1.15 p.m. These boats also encountered the calm off Tsimtsau, *Bonito* strung out a long lead and maintained her advantage throughout.

Daphne rounded the Mark Boat on starting line slightly ahead of *Haleyson*, but before the Dock Point was reached *Haleyson* had passed into second place. She could not, however, get anywhere near *Bonito*, who won very easily.

Four dinghies started at 2.30 p.m.—*One*, *No. 4*, about half an hour late; the others were *Joan*, *Sprite* and *No. 5*. The course was Cust Rocks Buoy (star.), Kowloon Rock (star.). *Sprite* made a good race of it and won comfortably. *Joan* second, *No. 5* third and *No. 4* gave up.

The times of finishing were:—Handicap Class.

	Actual.	Corrected.
<i>Dione</i>	5 1 12	5 1 12
<i>Colleen</i>	5 12 36	5 5 01
<i>Dorothea</i>	5 17 49	5 9 09
<i>Kathleen</i>	5 18 50	5 11 15

One Design Class:—

	H.	M.	S.
<i>Bonito II.</i>	4	49	45
<i>Haleyson</i>	4	56	08
<i>Daphne</i>	4	56	27

Dinghy Class:—

	H.	M.	S.
<i>Sprite</i>	4	25	35
<i>Joan</i>	4	32	20
<i>No. 5</i>	5	2	00

When the races were over Mr. and Mrs. Denison were "at home" to the members and their friends, and after tea was partaken of Mrs. Denison presented the cups to the winners, viz.:—Mr. A. G. M. Fletcher, *Dione*; Mr. L. G. Bird, *Bonito II.*; Mr. C. S. B. Rowe, *Sprite*. Three cheers for Mr. and Mrs. Denison brought the proceedings to a close.

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Latex 6 1/4 lb.	2 1/4 2 1/4
Latex 3 1/8 lb.	1 1/4 1 1/4
Latex 1 3/16 lb.	5/8 5/8
Latex 3/4 lb.	25/64 25/64
Latex 1/2 lb.	12 1/2 12 1/2
Latex 1/4 lb.	6 1/4 6 1/4
Latex 1/8 lb.	3 1/8 3 1/8
Latex 1/16 lb.	1 3/4 1 3/4
Latex 1/32 lb.	7/8 7/8
Latex 1/64 lb.	3/8 3/8
Latex 1/128 lb.	1/4 1/4
Latex 1/256 lb.	1/8 1/8
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PORTLAND (Or.)
— VIA —

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)
RYGJA ... 25th March.	HERCULES 22nd March.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Comfortable Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH, and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.	1st Half May, 1912.
S.S. "KATANGA" ... 5,600 tons	to Follow.
S.S. "DUNERIO" ... 3,000 tons	

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

FROM HONGKONG:	FROM COLOMBO:
30th March.	S.S. "TYMERIC" 16th April.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.
WHY NOT

See the beauties of Japan, of Honolulu (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY,	26th March, at 1 P.M.
KOREA	18,000	TUESDAY,	2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY,	16th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	MONDAY,	20th May, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

WEEK-END SERVICE.

Commencing on the 30th instant, and until further notice, a Week-End Service will be
arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 p.m. on Saturday, 30th
instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 p.m. on Sunday,
31st instant.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 24th MARCH.
The Company's Steamship
"SUI AN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG" 457 tons.
Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 583 tons, and S.S. "NANNING" 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers on return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SAYUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [145]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	...	Sat., 6th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.
Agents.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIO MARU ... 21,000 tons.
S.S. SHINTO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierra—Foster River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers,
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 1st Apr., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Apr., 4 P.M.

For Freight or Passage, apply to **SHEWAN, TOMES & Co.,** General Managers,
HONGKONG, 20th March, 1912. **PHILIPPINES S.S. Co.,** [13]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
IVITAROEM	JAVA	—	JAPAN	Second half of March.
TIBORAS	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJILIWONG	JAVA	Second half of March.	JAPAN	Second half of March.
TJIPANAS	JAVA	—	JAVA	First half of April.
TJILATJAP.	JAVA	Second half of March.	SHANGHAI	First half of April.
TJIMANOEK	JAVA	First half of April.	JAPAN	First half of April.
TJIMAH	JAVA	Second half of April.	JAVA	Second half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 1st Floor.
Hongkong, 19th March, 1912. Telephone No. 375.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMER TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th April.
KOBE and MOI ...
For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.
40]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUBTOW," Capt. J. BORTFELDT	20,300	About 21st March.
MANILA, ANGAUR, YAP, MAON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	9 A.M. 23rd March.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BRENNER	6,000	About 2nd April.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBELL	5,000	Noon, 23rd March.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th March, 1912.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:—15, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH	Other
Alcora, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Hongkong.	Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Malcolm Murray R.N., Yang- tze.
Asura, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle Shanghai.	Other torpedo-boat destroyer, 385 tons, 6 guns, 5,400 i.h.p., Comdr. Lamb, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.	Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Yangtze.
Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Kiangling.	Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Hankow.	Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackintosh, Hong- kong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Captain H. Lynes, Hankow.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. S. Tyndall, West River.
Cambrian, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Hong- kong.	Rosario, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Canton.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, en route to Hongkong.	Taka, torpedo boat destroyer, 395 tons, i.h.p. 5,000, Lt.-Comdr. Beckenden, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Shanghai.	Tamar, receiving ship, 4,650 tons, 6 guns Commodore Byres, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. R. R. Rosoman, West River.	Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hen Guy Stopford, Chung- king.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Maxwell, Hong- kong.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hankow.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Ching- wangtao.	Usk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. B. W. Blunt, Shanghai.
Kinsla, river gunboat, 616 tons, i.h.p. 1,200 Lt.-Comdr. H. Marryatt, Hankow.	Vireo, torpedo-boat destroyer, 39 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair- Hall, Swatow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong.	Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. R. L. Hancock, Hongkong.
Vinotaur, armoured cruiser (flagship) Vice- Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.	Walland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. T. B. Chambers, Shanghai.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.	Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.
Mooreau, river gunboat, 180 tons, 2 guns i.h.p. 800, Lieut.-Comdr. G. P. Leith West River.	Wildcat, gunboat 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiangling.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Hongkong.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. M. B. R. Blackwood, Yang- tze.
	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Hankow.

Submarines:—
No. 36, Godfrey Herbert, Lieut.-Commr.
No. 37, A. A. L. Fenner, Lieut.-Commr.
No. 38, J. R. A. Codrington, Lt.-Commr.
T.B. 035, Lt.-Com. Woodward, West River.
T.B. 036, Lt.-Com. Davies, West River.
T.B. 037, Lt.-Com. Nicol, West River.
T.B. 038, Lt.-Com. Seymour, West River.

SHIPPING

ARRIVALS.

CAPI, Italian str., 1,234, Figari, 21st March—Bombay and Singapore 14th March, General—Carlson & Co.
FAUSANG, British str., 2,251, H. S. Makins, 20th March—Port—Jardine, Matheson & Co.
GLENLOCHY, British str., 2,997, T. T. Jones, 21st March—Shanghai 18th March, General—Shewan, Tomes & Co.
LINAN, British str., 1,350, Williams, 20th March—Shanghai 17th March, General—Butterfield & Swire.
MUREX, British str., 2,997, Milner, 21st March—Shanghai 19th March, Ballast—Asiatic Petroleum Co.
SUNGKANG, British str., 987, H. Mathias, 20th March—Haiphong and Hoihow 10th March, General—Butterfield & Swire.
YERIMO MARU, Japanese str., for Dalny, LUTZOW, German str., 5,000, 21st March—Singapore 17th March, General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
March 21st.
HAIMUN, British str., for Swatow.
SHINKEI MARU, Jap. str., for Amoy.
TJIPANAS, Dutch str., for Amoy.

DEPARTURES.

March 21st.
ANGHIN, British str., for Hoihow.
CHENAN, British str., for Shanghai.
CHICAGO MARU, Japanese str., for N'saki.
HAITAN, British str., for Swatow.
HONG WAN I, British str., for Amoy.
JASON, British str., for Singapore.
RUBI, American str., for Manila.
SAMSEN, German str., for Swatow.
SEANG BEE, British str., for Amoy.
YEDDO, Swedish str., for Kobe.

PASSENGERS.

Per Linan, from Shanghai, Messrs. C. W. Stuart, Davis, James and Collegen.
Per Haitan, for Swatow, Miss A. Prawito, for Amoy, Mrs. Crangle and Dr. Fannin.

PASSED THE CANAL.

February 27th—Atholl, Benavon, Lestow, Matopon, Namur. March 1st—Antiochus, Gochen, Hirano Maru, Ningchow, Polynesia, Sachien, Segovia, Deike-Hickmors, 8th—Flintshire, Himatoya, Hiyachi Maru, Konang Si, Nyana, Baron Inverdale, 8th—Ajaz Aragonia, Astyanax, Benlomond, C. Ford Lewis, Gangei, Palawan, Ping Suet, Sydney, 19th—Benarri, Laertes, Persia, Sambia, Madura, 15th—Derfflinger, Erroll, Kleist, Tampo Maru, Ville de la Citadelle, Arcadia, Lovat, 19th—Erzherzog Franz Ferdinand, Glenelg, Miyazaki Maru, Myosine, Peshawur, Sospetra, Thecus, Yangtze.

ARRIVALS AT HOME.

March 10th—Ajaz, Segovia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
"DEVANHA,"
Captain W. B. Hickey, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 30th March, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLAYIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all Cargo for France, Ton and Cargo for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "MANTUA," due in London on the 10th May, 1912.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
D. A. LEWETT,
Superintendent,
Hongkong, 19th March, 1912.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
FROM 1893 TO 1909;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900) and other Useful Information.
PRICES: \$1 Cash.
On Sale at the "DAILY PRESS" Office, or Local Booksellers.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Bluff Pier		3. From Bluff Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP	G. ENLOCHY	Brit. str.	—	F. T. Jones	SHAW, TOMES & CO.	To-day.	
LONDON & ANTWERP VIA SINGAPORE, &c.	DIYANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 30th inst., at Noon.	
LONDON, ROTTERDAM & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 3rd April.	
ROTTERDAM, HAMBURG & ANTWERP	DEN OF GLAMIS	Brit. str.	—	Gronan	JARDINE, MATHESON & CO., LD.	On 22nd April.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ALENS	Ger. str.	—	W. R. Hickey	HAMBURG-AMERICA LINE	On 5th May.	
HAVRE, BREMEN & HAMBURG	ASCADIA	Ger. str.	—	Russell	HAMBURG-AMERICA LINE	On 31st May.	
HAVRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 24th inst.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	BERGAVIA	Ger. str.	—	Selmer	HAMBURG-AMERICA LINE	On 7th April.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 10th May.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 24th inst.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KASA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 27th inst., at D'light.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SACHSEN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 10th April at D'light.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 16th April at 1 p.m.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Noon.	
GENOA VIA BOMBAY DIRECT	CAPI	Ital. str.	—	—	—	To-morrow, at Noon.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	AUSTRIA	Aust. str.	—	—	—	On 2nd April.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Aust. str.	—	—	—	On 4th April at 6 a.m.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	INDUSALANKA	Brit. str.	—	—	—	About 2nd April.	
NEW YORK	BURMESE PRINCE	Am. str.	—	Macdonnell	THE BANK LINE, LIMITED	To-day.	
BOSTON & NEW YORK	KALOMO	Am. str.	—	Keasley	THE BANK LINE, LIMITED	On 11th April.	
BOSTON & NEW YORK	HERCULES	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	H. S. Smith	CANADIAN PACIFIC R. CO.	On 20th April, at 7 a.m.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	—	On 24th April, at 1 p.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	—	—	—	On 26th inst., at 1 p.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERFECTA	Am. str.	—	—	—	On 2nd April, at 1 p.m.	
AUSTRALIAN PORTS VIA MANILA	KORBA	Am. str.	—	—	—	On 6th April.	
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Am. str.	—	—	—	On 12th April, at Noon.	
AUSTRALIAN PORTS VIA MANILA	KEMARU MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow, at 9 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	PRINCE SHIGEMUND	Ger. str.	—	D. Lens	MELCHERS & CO.	About 26th inst.	
YOKOHAMA & KOBE VIA SHANGHAI	MUTTRA	Brit. str.	—	B. R. O'Sullivan	JARDINE, MATHESON & CO., LD.	On 2nd April, at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 28th inst., at 11 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	PRINCE WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & CO.	About 2nd April.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	YAWATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 10th April at Noon.	
TIENSIN VIA TSINGTAU	SHINJI MARU	Jap. str.	—	E. Mooney	JARDINE, MATHESON & CO., LD.	Quick despatch	
TIENSIN VIA TSINGTAU	CHUPHONG	Brit. str.	1 m.	H. A. Hards	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
TIENSIN VIA TSINGTAU	YUKON MARU	Brit. str.	1 m.	J. Barteldt	BUTTERFIELD & SWIRE	On 30th inst., at D'light.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LUCKNOW	Ger. str.	—	M. Courtney	JARDINE, MATHESON & CO., LD.	To-day, at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHUOYANG	Brit. str.	—	C. O. Williams	BUTTERFIELD & SWIRE	About 21st inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LEIAN	Brit. str.	1 m.	A. Stewart	DAVID SASSOON & CO., LTD.	To-morrow, at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JAPAN	Brit. str.	—	M. Machida	NIPPON YUSEN KAISHA	On 25th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JINSEI MARU	Jap. str.	—	F. E. Andrews	NIPPON YUSEN KAISHA	On 27th inst., at D'light.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 27th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Jap. str.	—	E. P. Martin	P. & O. S. N. Co.	On 28th inst., at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHINHUA	Brit. str.	1 m.	G. M. B. Lake	JARDINE, MATHESON & CO., LD.	On 29th inst., at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DELIA	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	—	—	—	On 29th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ARHUI	Brit. str.	1 m.	—	—	On 4th April, at 5 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SAOCHEN	Ger. str.	—	—	—	About 20th April.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KORBER	Aust. str.	—	—	—	Quick despatch	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PEKING	Swed. str.	—	—	—	To-morrow, at 10 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	THEODOR	Dut. str.	—	—	—	To-day, at 1 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHINCHI MARU	Jap. str.	—	—	—	On 27th inst., at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YERIMO MARU	Jap. str.	—	—	—	On 24th inst., at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	—	—	—	On 24th inst., at 10 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIGO MARU	Jap. str.	—	—	—	On 24th inst., at 11 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAIMUN	Brit. str.	—	—	—	On 24th inst., at 2 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAICHONG	Brit. str.	—	—	—	On 26th inst., at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	—	—	On 26th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TEAN	Brit. str.	—	—	—	On 30th inst., at 2 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	REGIA	Brit. str.	—	—	—	On 1st April, at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	—	—	On 10th April, at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LAETRO	Am. str.	—	—	—	Quick despatch	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RUBI	Am. str.	—	—	—	On 1st April.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TIPIANAS	Dut. str.	—	—	—	To-morrow, at 1 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	—	—	On 28th inst., at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ABRATON APCAR	Brit. str.	—	—	—	On 1st April, at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FAZILKA	Brit. str.	—	—	—	To-morrow, at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FOONGANG	Brit. str.	—	—	—	On 24th inst., at 8 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BONRO	Ger. str.	—	—	—	On 27th inst., at 9 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	—	—	—	—	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SI-KIANG	Fren. str.	—	—	—	—	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
TIENSIN VIA TSINGTAU Saturday, 23rd Mar., Noon.
MANILA Saturday, 23rd Mar., 2 p.m.
SHANGHAI Sunday, 24th Mar., D'light.
SHANGHAI, KOBE & MOJI Friday, 29th Mar., Noon.
MANILA Saturday, 30th Mar., 2 p.m.
SINGAPORE, PENANG & CALCUTTA Monday, 1st April, Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).
The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS. [15]
Hongkong, 20th March, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBE, HONGKONG AND RANGOON.

EASTWARD.
The S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan, due at Hongkong from Rangoon on 2nd April, will be despatched for KOBE the same day, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FULLATA," 4,152 tons, Capt. H. Childley.

WESTWARD.
The S.S. "FAZILKA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 28th March, 1912, at 4 p.m., followed by the S.S. "WARDHA" on 10th April, taking Cargo and Passengers at Current Rates.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 215.
Hongkong, 16th March, 1912. [297]

"SHIRE" LINE OF STEAMERS.

LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE
LONDON & ANTWERP "DEN OF GLAMIS" ... On 2nd April.
LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" ... On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Does not take Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
AGENTS.
Hongkong, 22nd March, 1912. [59]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912
"MONTEAGLE" Sat., 23rd Mar.

FOR LIVERPOOL. 1912
"EMPEROR OF IRELAND" Fri., 19th Apr.

"EMPEROR OF INDIA" Sat., 20th Apr.
"EMPEROR OF JAPAN" Sat., 11th May.
"MONTEAGLE" Sat., 1st June.

Steamships leave HONGKONG at 7 a.m.
The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate (on Steamship) 243 243.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or vice Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.
Corner Pedder Street and Praya opposite Bluff Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

GRAVING DOCK 787 x 88 x 34' 6" Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & CO LIMITED).

THE Steamship
"GLENLOCHY"
Captain F. T. Jones, will be despatched for LONDON and ANTWERP TODAY, the 22nd March.

For freight and passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 7th March, 1912. [310]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"BURMESE PRINCE"
Capt. Macdonnell, will be despatched for the above Ports TO-DAY, the 22nd March.

For Freight or Passage apply to
ARNHOLD, KARBURG & CO., General Agents.
Hongkong, 4th March, 1912. [350]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR GENOA VIA BOMBAY DIRECT.

(Taking Cargo at through rates to Port Said, Messina, Naples and Leghorn, also Venice and Trieste, all Mediterranean Ports, Adriatic, Barcelona, Valencia, Alicante, Athens, and South American Ports up to Callao.)

THE Steamship
"CAPRI"
Captain Figari, will be despatched as above TO-MORROW, the 23rd inst., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 9th March, 1912. [4]

FOR SINGAPORE, PENANG AND CALCUTTA.

